KOTHE-Wm., sr., dled Saturday, Jan. 4, 2 a. m. Funeral Monday, Jan. 6, at 2 p. m., from residence, 496 East Market street. GILBERT-John W., at 12:30 a. m., Jan. 4, 1896. Funeral from his late residence, 1037 North Meridian street, Monday, 2 p.

Friends invited. MITCHELL—Rev. George G. Mitchell, Sunday, 2:55 a. m., Jan. 5, 1896, at his residence, No. 400 North Illinois street. Funeral Tuesday, 2:30 p. m Friends invited. Burial private.

FUNERAL NOTICES. MASONIC-Capital City Lodge, No. 312, F and A. M. Brethren are requested to meet in Masonic Temple Monday, Jan. 6, at 1 o'clock sharp, to attend the funeral of Brother John W. Gilbert, from residence, 1037 North Meridian street. All Master Masons in good standing invited. W. W. THICKSTEN, W. M. TOM ODDY, Secretary.

SOCIETY NOTICES. MYSTIC TIE LODGE, No. 398, F. and A. M. -Special meeting in Masonic Temple at o'clock this evening for work in third degree. Visiting brethren will be wilbur F. Browder, W. M. Willis D. ENGLE, Secretary.

LOST-Sunday afternoon, on Market or Illinois street, north, a blank book containing partial invoice. Reward at 18 North Meridian street.

FINANCIAL. FINANCIAL-Hambletonian.

LOANS-Money on mortgages. SAYLES, 75 East Market street. FINANCIAL—Large loans at 5 per cent. on business property. THOS. C. DAY & CO., 72 East Market street.

FINANCIAL-Mortgage loans. Six per cent. money; reasonable fees. C. S. WAR-BURTON, 26 Lombard Building. LOANS-Money on watches, diamonds, jew-elry, without publicity. CITY LOAN OFFICE, 57 West Washington street. LOANS-Sums of \$500 and over.

MONEY-To loan on Indiana farms. Low-est rates, with partial payments. Ad-dress C. N. WILLIAMS & CO., Craw-MONEY TO LOAN-On farms at the low-

City property and farms. COFFIN & CO., 90 East Market

est market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market street. Indianapolis.

FOR SALE-Hambletonian.

FOR SALE-Sleighs, wholesale and retail. COMSTOCK & COONSE COMPANY, 199 South Meridian street. FOR SALE-Wanted, you to see A. H. STURTEVANT & CO.'S line of sleighs, 68

outh Pennsylvania street. FOR SALE-Two bedroom suits, oak

springs and mattress. Very cheap. Almost new. Address D. L. C., Journal FOR SALE-The Board of School Commis sioners will offer for sale the property known as Public School No. 3, on Meridian street. Sealed proposals will be received until 12 o'clock noon on Thursday, Jan. 16, 1896, at the office of the board, in the Library Building. The right is reserved to reject any or all bids.

By order of the board. C. C. ROTH, Chairman of Committee on Buildings and

WANTED-AGENTS. WANTED AGENTS-Hambletonian.

WANTED-Traveling or resident salesmen either on a commission or salary basis, to sell lubricating, lard and linseed oils. Aberal inducements offered to men of ex-Sample outfit furnished free. Established over twenty-five years. Address The A. G. HARBAUGH CO., 53 and 60 River street, Cleveland, O.

WANTED-MISCELLANEOUS. WANTED-An idea. Write John Wedderburn & Co., patent attorneys, Washington, D. C., for their \$1,800 prize offered to

WANTED-FEMALE HELP. WANTED-A good second girl at 75 East New York street.

CLAIRVOYANT. FREE OF CHARGE-I will give, until further notice, to the first caller on Thursday afternoons, absolutely free of charge, a complete reading by clairvoyance, cartomancy, palmistry or phrenology. All scientific basis, MADAME ISSI, 34 Hall place, between Seventh and Ninth streets,

BUILDING AND LOAN.

FOR RENT-No. 30 West Circle street; enground floor, containing two large fire-proof vaults. Call on or address WM. H. MORRISON, Iron Hall Building.

PALMIST.

west of North Illinois street.

PALMIST-Paul Alexander Johnstone. palmist. Office, Rooms 3 and 4, Piel Block, West Ohlo street, near Illinois. Fee, 60 cents. The story of your life as revealed by your palms.

ters at bottom prices. 174 East Market. ANNOUNCEMENTS.

ANNOUNCEMENT-How to become lawfu physicians. Course by mail, ILL HEALTH UNIVERSITY, Chicago.

NOTICE-Go to G. H. Shover for nice cut-

MISCELLANEOUS.

MISCELLANEOUS-Hambletonian. NOTICE.

OFFICES OF CITIZENS' STREET-RAIL-ROAD COMPANY. Indianapolis, Ind., Jan. 3, 1896. Holders of coupons on bonds secured by the mortgage of the Citizens' Street-railroad Company, of Indianapolis, Ind., to the licitors' Loan and Trust Company, of Philadelphia, Pa., trustee, dated May 893, are requested to hereafter present them or payment to the Indiana National Bank.

AUGUSTUS LYNCH MASON, President, W. F. MILHOLLAND, Secretary. State of Indiana, Marion County, 18. In the Superior Court of Marion County, in the State of Indiana. Elijah B. Martindale vs. William A. Ham-

No. 51261. Complaint to foreclose mort-Be it known, That on the 21st day of November, 1895, the above named plaintiff, by his attorney, filed in the office of the Clerk of the Superior Court of Marion County, in the State of Indiana, his complaint against the above named defendants, and the said plaintiff having also filed in said clerk's office the affidavit of a competent person, showing that said defendant, Madge White lang, has departed from the State of Indiana for the purpose of avoiding service of summons upon her; that said action is foreclose a mortgage upon real estate situated in said State, and the defendant, Madge White Lang, is a necessary party thereto, and whereas said plaintiff having by indorsement on said complaint required said defendant to appear in said court, and answer or demur thereto, on the 13th day

of February, 1896, Now, therefore, by order of said court, said defendant last above named is hereby notified of the filing and pendency of said complaint against her, and that unless she appear and answer or demur thereto, at the calling of said cause on the 13th day of February, 1896, the same being the tenth judicial day of a term of said court to be begun and held at the courthouse in the city of Indianapolis, on the first Monday in February, 1896, said complaint and the matters and things therein contained and alleged, will be heard and determined

JAMES W. FESLER, Clerk. Charles Martindale, Attorney for Plaintiff

The Reason. Chicago Post.

for the purpose of laying pipes throughout New York to supply cold air to the resi-"Yes: I've read something to that effect "I wonder what the object is?"

"I see that a company has been formed

"Hospitality, I suppose." 'Hospitality?' "Yes; they wish to make their houses

seem homelike when they have guests from

Hint to Rockefeller.

Kansas City Journal. Come to think of it, Mr. Rockefeller hasn't given anything to the Chicago University this year. Are we to understand that Mr. Rockefeller intends to treat the univergity with cold neglect?

OBEY INSTRUCTIONS

JOINT TRAFFIC ASSOCIATION RULES TO BE CLOSELY ENFORCED.

Loaded-Car Movement 5,000 Below the Maximum Number-The O. R. C. Prosperous-Lake Shore Earnings.

All along the line there is evidence that both freight and passenger officials are determined to carry out, as far as they understand it, the spirit of the joint traffic agreement, feeling that the security of their positions depends upon strict enforcement of the rules. The circular agents have received sets out that: Shippers, consignees and other individuals have been so accustomed in the past to receive favors and concessions in spite of whatever agreement the railroads might make that they are unable to comprehend the state of affairs attained with the beginning of the new year under the latest compact made for the mainetenance of rates as well as the canceling of every privilege which it has compelled. They, therefore, have not hesitated to make their usual requests and demands, but only to have them firmly refused. One prominent official is quoted as saying: "I have my orders. They are from the throne and admit of no alternative but absolute obe-dience. I shall obey them to the letter, for any other course means the loss of my position. I was in New York early in the week and my superior officer said to me: 'Go home and get all the business you can legitimately. Be perfectly passive and make no deals. In fact, do nothing that will permit the slightest complaint to be made against you to the board of managers. If you do otherwise and it is found that a complaint made is sustained by evidence, you might

Decrease in Freight Traffic. The train records show that in the week ending Jan. 4 there were received and forwarded at Indianapolis a total of 22,088 cars, 15,487 being loaded. The empty car movement, however, was the largest on record, giving evidence that the statement that empty cars would be plenty after the holidays was quite correct. Of the 6,601 empty cars handled here, the Big Four 20,000 freight cars, lines handled 2,612 and the Pennsylvania lines 2,308. These cars are being quite generally distributed at stations on Western lines, and should the country roads be in such condition that farmers can reach the railway stations and elevators the coming week, the large grain movement of some weeks previous to the holidays will be equaled. East-bound shipments of flour, provisions, produce and dressed meats are still quite heavy, while in grain and live stock the shipments last week were the lightest in some months. So far as live stock is concerned, this is not unusual at the holiday period, and doubtless this week the traffic of this class will again be heavy. Rates are firmly held, and, while there has been no advance, were the tariff adhered to in many cases it would have the effect of an advance, as, previous to Jan. 1, unquestionably there was more or less shading of tariff rates. Whether the same volume of business can be secured at tariff rates as under the old order of things is the question. However, freight officials, now that winter weather prevails, think it better to carry less tonnage and carry it at full rates. West-bound business is at minimum, so far as high-class freights are concerned, but in the lower classes the tonnage last week was well up with preceding weeks of the fall months. As rates on anthricate coal are now higher, lighter shipments are looked for. Local business was a little off. The wholesale houses had a quiet week, and the manufacturers did not push matters much. But this condition of things is only temporary, as everything at the beginning of the new year points to a good business year, which means a good business locally for Indian-

> given the car movement for the week ending Jan. 4 and for the corresponding weeks of 1895 and 1894: Name of road. ., N. A. & C..... H. & D.-Ind's div. L. E. & W..... Penn.-I. & V..... 503 635 Penn.-J., M. & I..... Penn.-Chicago div..... . & E.-East div..... 599 & E.-West div Big Four-Chicago div. 1,941 Four-Cincin'ti div. 2,316 Big Four-St. L. div... 1,434 Big Four-Clevel'd div. 2,155

> apolis lines. Shippers at this point seem satisfied that in the matter of rates and

facilities for handling freight Indianapolis

need not take a second place. Below is

Empty cars 6,601 Total movement22,088 Felton to Go to the B. & O.

Seemingly good authority reports that S. M. Felton, Jr., president and receiver of the Queen & Crescent, has been offered and has which he has brought the Queen & Crescent out from a third-rate to a first-class road has done much to bring Mr. Felton into is about forty-one years of age, and, like many another man at the head of railway ines, began close to the bottom round of the ladder. When fifteen years of age he became a rodman in the engineering corps | and afterward of the Panhandle. 1882 he went with the New York & New England as general manager. Two years later he became general manager of the Erie, where he remained until he went to Cincinnati to take charge of the C., N. O. & T. P. At the annual meeting last month he was again elected president and was agreed upon as the odd member of the board of directors by the two syndicates which control the bonds of the road. That the Baltimore & Ohio needs a practical railroad man is very evident, as its physical condition is not what it should be for a line of its prominence and earning capacity, and its equip-ment is not what it should be to compete with the Erie make him a very suitable man to take the presidency of the Baltimore

& Ohio and bring the property to the front. A Healthy Organization. The Order of Railway Conductors, Indianapolis Division, begins he new year under the most favorable auspices, and has elected O. T. Johnston chief conductor, J. W. Sliger assistant chief conductor, and H. M. Mounts for the eighth time secretary and treasurer. The division now has 205 members, being the largest the country. except that of Kansas City. In the year 1896 the division lost two members by death-John King and E. C. Schrieve-and twenty-six new members received. E. E. Clark, grand chief conductor, recently spoke in very complimentary terms of this division, noting the fact that in every case the members had lived up to their agreement with the roads on which they are employed. The association begins the year with a handsome surplus in its treasury and a bright outlook for 1896.

Belt Road Traffic.

In the week ending Jan. 4 there were transferred over the Belt road 14,365 cars. and Belt road engines handled 1,039 carloads of live stock; they also handled for switches on the line 501 cars. The unfavorable exhibit is the result of heavy snowstorms interfering with freight business and the fact that it was a holiday week.

Traffic Notes.

The Lake Erie & Western did a fair outbound business, but a light in-bound, forwarding 223 against 144 loaded cars brought In the week ending Jan. 4 there were handled at Indianapolis 6,601 empty cars. against 5,894 in the week preceding, which was the largest movement of empties in any one week on record.

The Monon dropped to its minimum movement last week, handling but 475 cars at this point, 346 being loaded. The Cincinnati, Hamilton & Dayton and a light business, handling 647 cars, 453 being loaded. Indiana, Decatur & Western handled twenty more loaded cars at this point than in the week ending Dec. 28, and if the roads remain solid the freight officials expect a good business the present

The Big Four lines proper handled at Indianapolis last week 7,846 loaded carse. This was a decrease as compared with the week ending Dec. 28 of 866 loaded cars, and a decrease as compared with the week ending Dec. 21 of 2.742 loaded cars. The heav- away: baf allers hol'in' office."

iest falling off was with the St. Louis and old Bee-line divisions. The empty car movement on all divisions was large. The Bee-line brought in 1,073 empty cars. The Vandalia fell about 500 loaded cars below its usual number handled weekly at Indianapolis, forwarding west 746 and bringing in 999 loaded cars. Of the in-

The four Pennsylvania lines handled at Indianapolis last week 5,254 cars, 2,946 being loaded—the lightest movement of loaded cars in any week of the last year and a half. The Indianapolis & Vincennes was the only division which came near doing an average business.

Personal, Local and General Notes. The Vandalia is now testing the compound freight engine, Pittsburg build. C. E. Johnson went to Pittsburg on Jan. 1 to represent the Northern Pacific lines

in that territory. The Cleveland, Lorain & Wheeling com-menced with the year the issuing of 500mile mileage books. W. D. Trump has been appointed assistant general manager of the Flint & Pere

Marquette, with headquarters at Saginaw. The cold snap brought to a standstill temporarily the work on the new city freight depot of the Monon and the improvements at its outer yards.

C. W. Smith, who is proposed as receiver for the Atlantic & Pacific, was at one time general manager of the Indianapolis, Bloomington & Western.

It is said that the friendly traffic alliance between the Vandalia Company and the Illinois Central is to be continued as under the old order of things. Fast freight line men have received their annual passes for 1896, which is taken by them as evidence that an early dissolution of any fast freight line is not contemplated. Possibly the last regular meeting of the Central Traffic Association will be held in

The earnings of the Toledo, St. Louis & Kansas City for December were \$144,365.16, a decrease of \$6,343.97 as compared with De-cember, 1894. The earnings of the road as well tender your resignation at once, for the president, if you don't, will be sure to ask for it."

Cember, 1894. The earnings of the round in the president, if you don't, will be sure to over the same period in 1894 of \$30,284.19. since July 1 were \$1,037,972.10, an increase General Passenger Agent Lomax, of the Union Pacific, opposes any reduction in the price of Pullman upper berths. He believes that any attempt to establish first and second-class rates in the same sleeper would not meet with favor on the part of the

Chicago to-morrow. If continued it will

traveling public. The absorption of the Vandalia by the Pennsylvania Company gives the latter in its southwestern system 2,123 miles of main line and an unbroken main line from Pittsburg to St. Louis of 618 miles, with 610 locomotives, 478 passenger cars and over

The material for an at Greenup, where the Vandalia crosses the the Bosphorus is likely to be the destination Peoria, Decatur & Evansville, is on the of the North Atlantic squadron of American ground, and it will be placed in position battle ships instead of the Caribbean sea. as soon as the weather will permit. A num- According to the plan arranged by Secreber of interlocking signals will be put in tary Herbert and Admiral Bunce, the this year, it is stated, on the Vandalia. Shippers of live stock at Kansas City are considerably exercised because on the first of January the roads abolished carload rates and commenced charging for actual weight of stock shipped. This does away with a practice which has been in vogue at Kansas City ever since it became a live stock market of importance.

General Passenger Agent Edwards, of the Cincinnati, Hamilton & Dayton, has issued a notice to the effect that commencing Sunday, Jan. 5, the sale of Sunday excursion tickets shall be confined to points to which the regular one-way rate is \$3.50 or less. Tickets must not be sold to points to which the one-way rate is more than \$3.50.

It is hinted that Engineer of Maintenance of Way Loree, of the Chicago division of the Panhandle lines, will soon be promoted. Should Bonebrake succeed Turner on the Pittsburg division, Mr. Loree may come to the Louisville division. Mr. Loree was in the city on Saturday, but showed no disposition to talk about the coming changes. W. P. Walker, freight traffic manager of the Chesapeake & Ohio, gives notice that, effective Jan. 15, Mr. Don Alexander will be appointed assistant general freight agent of this company, in charge of the Louisville division, between Louisville and Ashland, Ky., and the Ohlo & Big Sandy division, also the Southern and Sauthwestern territory.

The elegant steamers of the Plant system will leave Port Tampa twice each month during the winter season for the island of Jamaica. The Queen & Crescent passenger department makes this announcement in connection with their three through Florida car lines daily. The Florida Limited reguires but one change of cars between

Cincinnati and Tampa. General Superintendent Waldo, of the Cincinnati. Hamilton & Dayton lines, and General Solicitor Marshall, of the same company, were in the city Saturday on official business, Mr. Waldo to arrange for consolidating transportation offices, and Mr. Marshall to look further into the litigation regarding the damages the C., H. & D. people claim for cutting off the approach to the ground on which their city freight all to the sea coast, whereupon the men deput stood.

William Bruner, assistant general passenger agent of the Vandalla, spent Saturday in this city. He reports the passenger business of the Vandalia for 1895 as having been very satisfactory, especially from Indianapolis. No. 2, the fast train out of St. Louis at noon for New York, is proving a paying enterprise and has not had any marked effect on the business of the favorite train, No. 20. No. 2 is to be a fixture, so satisfactory are its earnings.

It is stated that J. J. Turner, as vice president and general manager of the Vanaccepted the presidency of the Baltimore & dalia lines, will for the present, if not permanently, make Terre Haute his headquar-Ohio Railroad Company. The manner in | ters. For superintendent of motive power a better all around man than W. C. Arp could not well have been selected. The Vandalia has always been fortunate in its selection of men to fill this position and the choice prominence as a very able railroad man. He of Mr. Arp is no step backward. It is probable that Terre Haute will profit by the coming change, and that it will result in the employment of more men at the main shops in that city.

It is stated that Col. Charles Hays, who of the Chester railroad. He became assist- on Jan. 1 became general manager of the ant and then chief engineer and remained in | Grand Trunk, was offered, a few days af- tician of the Department of Agriculture, they were removed. he accepted the Grand Trunk position. general superintendent of the P., C. & St. | and before it became generally known, the position of general manager of the Great Northern railway, but was obliged to decline. He then recommended F. H. Mc-Giugham, one of his division superintendents, for the place, and it is announced that Mr. McGuigham will assume the duties of the Great Northern Feb. 1. There is information that an official on one of the Indianapolis lines can have a good position on the Great Northern when Mr. Mc-

Guigham takes charge. The engineers on freight trains on the Indianapolis division of the Panhandle are becoming experts in handling their trains when a portion of the cars are equipped with air brakes. It is very difficult to slack with the strong trunk lines. Mr. Felton's re- or stop a train when thus equipped withlations with the Pennsylvania lines and later | out considerable joiting and jerking, as the air brakes work quick results, and the hand brakes do not take immediate effect. The engineers of that division have formed a club, called the "Keystone," and have headquarters at Columbus, O., where they meet regularly and exchange views on a number of subjects of interest in their work. They have placed in their rooms a full equipment of air fixtures and as a result of practical study the engineers of the Indianapolis division have the proud distinction of being the finest of any division of the Pennsylvania system. earnings, 1895, \$20,813,903; 1894, \$19,557,869, increase for December, \$1,256,034. erating expenses, 1895, \$13,186,067; increase for December. 239,361. Net earnings, 1895, \$6,388,475;

The Lake Shore reports the earnings for the year ending Dec. 31 as follows: Gross \$1,256,034. Op-\$14,425,428; 1894. \$6,371,802; increase for December, \$16,673. Fixed charges, 1895, \$3,360,000; 1894, \$3,402,863; decrease for December \$42,863. Balance, 1895, \$3,028,475; 1894, \$2,967,990; increase for December, \$50,536. Dividend, 1895, \$2,967,990; 1894, \$2,968,930. Surplus, 1895, \$60,485; 1894, \$949; increase for December, \$59,539. Expenses include all expenditures. Nothing has been charged to construction or equip ment since 1893. The funded debt has been decereased during the year \$250,000, by the operation of the sinking fund. The profits were equal to 6.12 per cent. on the stock. against 6 per cent. for the previous fiscal

Just Like His Father.

Washington Post. "My old black auntie," said Representa-tive John Allen, "the old black shepherdess who raised me and who still looks on me as a lamb of her rearing, grows at times very congratulatory and proud of me. ""Deed! I is proud of you, Mars John, she said on the occasion of our last meeting. 'I takes de vastest pride in ye, honey, an' de way you does hol' office. You is jes' like yo' ol' father, Mars John, jes' like him fo de worl.' He was allers hol'in' office same as you, honey, hol' office all de time, yo' paw did, an' he 'minds me of you so much. 'Deed, I'se proud of bof of ve. " 'Why, what office did my father hold?" asked, I was a bit astonished, for while had a dim recollection of the old gentleman running several times, I never knew of any office he held. 'What office did my father hold?" " Sho! Mars John; you go an' forget de office yo' fatther hol', the old aunty replied reproachfully. Tse 'shamed fo' you. He was a candidate, Mars John. De whole neighborhood remember it well. All his life

NEWS IN SUNDAY'S JOURNAL. Resume of Chief Events Chronicled in

the Issue of Jan. 5. Prince Alexander of Russia is dead. The gold reserve fund is down to \$62,000,000. Emperor William has learned to ride a bound business, 123 cars were loaded with

President Cleveland proclaimed Utah a State at noon. Vinctor beat Libertine in a mile race at San Francisco, run in 1:3914. Catarino Garza, the Mexican military leader, has joined the Cuban army. Queen Victoria knighted the Chief Justice of Sierre Leone, who is a negro. Mrs. Mary Goedelman, of Red Bud, Ill., seventy-three years old, hanged herself. The Venezuelan Commission was organized and Justice Brewer elected president. An Italian was assassinated in Louisiana, the crime being laid to the door of the

It is stated that Sir Charles Tupper will succeed Sir Mackenzie Bowell as Premier An elevator in a Chicago building fell five stories, killing one man and fatally in-

many to become strained. It is reported that President and Mrs. Cleveland will make a foreign tour when

the President's term expires.

The House subcommittee on appropriations in charge of the pension bill have finished their measure. It calls for \$137,000,-000 for next year's pensions. Judge Reagan, of Texas, the only surviving member of Jefferson Davis's Cabinet, has written a letter commending President Cleveland's Venezuelan policy.

Indianapolis. Wm. Kothe, sr., a well-known German, is become a less important factor in railway | dead.

Dr. J. N. Navin, a well-known veterinary surgeon, died Saturday. The Herron will contest was stricken from the Circuit Court docket. Carpenters decide to demand 30 cents an hour the coming season. The statistics for 1895 show that the postoffice money order business increased a half

Indiana Coffee Company will increase its capital stock and give State grocers an opportunity to become members. A Warlike Story.

CHICAGO, Jan. 4 .- A dispatch to the Times-Herald this morning says: War

manned by American blue jackets, may force the passage of the Dardenelles and Bosphorus, anchor at Constantinople, and show the Sultan that Uncle Sam is not to squadron should have sailed from Hampton Roads for St. Thomas Dec. 21. Though every ship was ready for sea on that date, the fleet of seven vessels has been held for some reason which the Secretary of the Navy has declined to reveal and which the officers of the fleet have not known. It is now stated that Admiral Bunce, when he visited Washington Dec. 19, was given sealed instructions which postponed the southern cruise, pending certain develop-ments in Turkey. Now the cruise in Southern waters may be abandoned altogether and the vessels may set sail for the Mediterranean at almost any hour.

The government proposes, unless Turkey responds promptly to the demands for \$200,-009 indemnity, made on account of the Harpoot and Marash outrages, to make a naval demonstration that will bring the Sultan to time. In its previous experience with Turkey the government has found that the Sultan does not respond to such demands easily. This is a case where the dignity and prestige of the United States is believed to be at stake and the Sultan will not be permitted to practice his customary evasion and deceit. The American ships now in the Turkish waters are the Marblehead, at Mersine to-day, and the San Francisco and the Minneapolis, in the vicinity of Alexandrette. They are under command of Admiral Selfridge, aboard the San Francisco. Minister Terrell, at Constantinople, and Admiral Selfridge, at Alexandrette, have been in almost daily communication by cable with Secretary Olney and Secretary Herbert, Secretary Herbert had a long con-

sultation yesterday with the President about the situation in Turkey. On Dec. 16 a cablegram was received at the State Department from Constantinople, which Secretary Olney sent in substance to killed near Colburn, Tippecanoe county, by the Senate, He said: "Minister Terrell ex- a Wabash passenger train, Smithers, who presses the gravest apprehensions concerning the ultimate fate of American citizens | weary, sat down on the track and, it is sup- | Steam, in the disturbed region unless the appalling massacres can be stopped by the united efforts of the Christian powers. He sees no hope, however, of a European concert to that end. He says that if the missionaries wish to leave Turkey he can procure them transportation to Christian ports. If the men wish to remain he can get escort for can return; but, he adds, that women and children should quit Turkey.'

Three weeks ago a message was received at the Navy Department from Admiral Selfridge, stating his inability to carry out certain instructions which had been sent him. This first suggested to Secretary Herbert the wisdom of sending more vessels to Turkey. When Minister Terrell filed his demand for indemnities for the Harpoot and Marash outrage the coolness with which they were received by the Sultan's ministers indicated at once that they would not be willingly complied with, and this proved still further the importance of an enlarged naval

The departure of the North Atlantic squadron for the Mediterranean will be governed wholly by the news received from Minister Terrell next week. In the meantime, the fleet will not sail for the south, and will stand at Hampton Roads in readiness for sea.

Crops of 1895.

WASHINGTON, Jan. 4.-The estimates by States and Territories of area, product and Corn-Area, 82,075,830 acres; product, 2. 151,139,000 bushels; value, \$567,509,000; yield per acre, 26.2 bushels; farm price, per bushel, 26.4 cents. Winter Wheat-Area, 22,609,322 acres; product, 261,242,000 bushels; yield per acre, 11,55 bushels. Spring wheat-Area, 11,428,010 acres; product, 265,851,000 bushels; yield per acre 18 bushels, Total wheat-Area, 34,047,332; product, 467,103,000 bushels; value, \$237,939,000;

vield per acre, 13.7 bushels; farm price, per bushel, 50.9 cents. Oats-Area, 27,828,406 acres; product, 824,-444,000 bushels; value, \$163,655,000; yield per acre, 29.8 bushels; farm price per bushel, Rye-Area, 1,890,345 acres; product, 27,210,-000 bushels; value, \$11,965,000; yield per acre, 14.4 bushels; farm price per bushel, 44 cents. Barley-Area, 3,299,973 acres; product, 87,-973,000 bushels; value, \$29,312,000; yield per aere, 26.4 bushels; farm price per bushel, 33.7 cents. Buckwheat-Area, 963,277 acres; product. 15,341,000 bushels; value, \$6,936,000; yield per acre, 20.1 bushels; farm price per bushel,

45.2 cents. Potatoes-Area, 2,954,952 acres; product, 297,237,000 bushels; value, \$78,985,000; yield per acre, 100.6 bushels; farm price per bushel, 26.6 cents. Hay-Area, 44,206,453 acres: product, 47,078,-

541 tons; value, \$393.186,000; yield per acre, 1.06 tons; farm price per ton, \$8.35. Waiting for Taggart in Vain.

ANDERSON, Ind., Jan. 4.-Anderson Democrats are in anything but good humor to-day. For weeks the organ has been publishing a notice of a meeting for last night, at which Mayor Thomas Taggart, of Indianapolis, and John W. Kern would speak. It was hoped that these men, and especially the former, would be able to do or say something that would lend courage to the cause of Democracy in this their crestfallen Gibraltar. Great preparations had been made for the event, and a large crowd assembled, many driving in from the country to see and hear one of the few Democrats who have not been rebuked by the elections this year. The train arrived and a delegation was there to meet Mayor Taggart, but he failed to come. The disappointment was so apparent that the excuses of Mr. Kern did not dispel the gloom. At the court room the feeling was even more pronounced, and there were many calls for "Taggart." At the close of the meeeting a resolution was adopted indorsing the Pres-

Gost of the Santa Fe Receivership. TOPEKA, Kan., Jan. 4.—The speculation all over the country as to the amount Judge Caldwell would allow the court officers and attorneys in the matter of the receivership of the Santa Fe railroad gives unusual interest to an order filed in the United States Circuit Court here to-day, which gives those costs in detail as follows: To the Union Trust Company, as trustees, \$50,000; to John B. Johnson, as special master, for all services rendered and to be rendered, \$15,000. In addition to this amount Judge Johnson has been receiving a salary of \$750 a month, which brings his total up to \$23,000. To Wheeler H. Peckham, counsel for complainant, for compensation, in addition to what he has received, \$55,000; to Rossingham, Smith & Dallas, as solicitors nplainant, in addition to what they have received, \$25,000; to Mercantile Trust Company, as compensation for services, ler's Cocoa and Chocolates with

ident's position on the Venezuelan ques-

cantile Trust Company, \$10,000; to each of the receivers, Aldace F. Walker and John J. McCook, and to the heirs of the deceased receiver, Joseph C. Wilson, for services up to the period when they shall turn over the property, at the rate of \$25,000 per annum; to George G. Peck, counsel for re-ceivers, in addition to what he has received, \$45,000; to Ed Kenna, as counsel for receivers, \$15,000.

New Secret Order Started. JEFFERSONVILLE, Ind., Jan. 4.-A new secret beneficial and fraternal association has been organized here, which will be known as the Fraternal Benevolent Association. Its incorporators are men prominent in secret orders. They are: L. D. Oglesby, ex-auditor, supreme president; C. W. Kelly, supreme vice president; C. H. Kelly, who for years was traveling representative of the K. of P. Endowment Rank, supreme secretary; T. B. Rader, ex-county treasurer, supreme treasurer, and Dr. E. W. Bruner, surgeon-general. The association will con-

tain work of a secret nature, but its chief object will be insurance against sickness, accident and death. The supreme head-quarters will be established in this city. Vinctor Goes a Mile in 1:39 1-4. An elevator in a Chicago building fell five stories, killing one man and fatally injuring another.

The invasion of the Transvaal has caused the relations between England and Germann and Service of the Transval has caused the relations between England and Germann and Service of the Transval has caused the relations between England and Germann and Service of the Transval has caused the relations between England and Germann and Service of the Transval has caused the relations between England and Germann and Service of the Transval has caused the relations between England and Germann and Service of the Transval has caused the relations between England and Germann and Service of the Transval has caused the relations between England and Germann and Service of the Transval has caused the relations between England and Germann and Service of the Transval has caused the relations between England and Germann and Service of the Transval has caused the relations between England and Germann and Service of the Transval has caused the relations between England and Germann and Service of the Transval has caused the relations between England and Germann and Service of the Transval has caused the relations between England and Germann and Service of the Transval has caused the relations between England and Germann and Service of the Transval has caused the relations between England and Germann and Service of the Transval has caused the relations between England and Germann and Service of the Service ing the coast record of 1:40, going the distance in 1:39¼, only ¼ of a second slower than Libertine's world record for a circular track, 1:39. Doggett got Vinctor off in the lead and kept him there from start to finish, winning easily by three parts of a length, Libertine being under a drive. In-

stallator, who was coupled with Vinctor, finished third. There was tremendous cheering when the time was hung up. Governor Wheeler Released. MILWAUKEE, Wis., Jan. 4.—Justice Taft, this afternoon, discharged Governor Wheeler, who was arrested on the charge of conducting a saloon at the Soldiers' Home grounds without a license. When the case was called General Winkler, for Governor Wheeler, presented the opinion of Judge Seaman, showing the right of the govern-ment to maintain such a saloon and holding that the State officials have no right to interfere with the officers of the Soldiers'

Americans Decorated. PARIS, Jan. 4.—Among the New Year ap-pointments to the Legion of Honor in celebration of the centenary of the French In-stitute are Prof. Simon Newcomb, the American astronomer; Mr. Alexander Agassiz, the American naturalist, and Prof. Henry Augustus Rowland, the American physicist, who were appointed officers of the Legion of Honor, and Mr. Adolph Hall, also ships flying the stars and stripes, and an American, who was appointed a chevalier of the Legion of Honor.

Speniards Defeated.

BOSTON, Mass., Jan. 4 .- The Globe staff correspondent in Cuba cables to-night as follows via Vera Cruz: "A desperate battle has been fought to-day near Colon. Spanish troops were routed and suffered heavy losses. The insurgents captured the Spanish artillery and have gained a position commanding the overland entrance to Havana. General Oliver was killed and General Campos's son seriously wounded.

New Oil Association. TOLEDO, O., Jan. 4.-The Western Oil Men's Association was organized here today and S. M. Jones elected president. The association has a membership of nearly two hundred operators in the fields adjacent to this city. Headquarters will be established in this city and the association will undoubtedly prove an important factor in the development of new oll territory in heretofore unprospected regions.

Commander Lewis Kingsley Dead. RICHMOND, Va., Jan. 4.-Commander Lewis Kingsley, of the training ship Essex, which is lying off Yorktown, Va., dropped dead on board his vessel this afternoon Commander Kingsley enlisted in the navy as midshipman, from Connecticut, in 186 and served through the war. He was promoted to his present rank in 1892, and has been on the Essex for six years.

Fight on a Tree. BIRMINGHAM, Ala., Jan. 4.-Near Kennedy, Lamar county, Ala., night before climbed a high tree for an opossum. On the same limb, forty feet from the ground, they quarreled. Runyon pushed Young off the limb, but was pulled off with him. Both lived just long enough to tell how it hap-

Fell Asleep on the Track. LAFAYETTE, Ind., Jan. 4.-Frank Smithers, aged thirty-five, married, was to-night is a farmer, had started home, became posed, went to sleep. He was badly cut up by the wheels.

pened.

Mr. Huddelson Fatally Frozen. NEW CASTLE, Ind., Jan. 4.—Hon. John C. Hudelson was badly frozen yesterday while driving in from his farm, north of town, and is in a serious condition and can hardly survive. Mr. Hudelson is ex-clerk of the Henry Circuit Court and owns one thousand acres of the best land in Henry

To Wed Next Wednesday. NEW YORK, Jan. 5.-The World this morning says: Mrs. William K. Vanderbilt and Mr. Oliver H. Belmont are to be married on Wednesday, Jan. 8. This, at least, is the date believed by their acquaintances to have been selected for the

Legality of Quarantine Regulations. To the Editor of the Indianapolis Journal: In Saturday's issue you publish the new and "more rigorous" State Board of Health quarantine regulations, one of which calls for the isolation or quarantining of every person "suspected of having been exposed" to certain diseases on conveyances, fourteen days for smallpox suspects, twenty-one for typhus, and so on, the sick ones to be isolated and cared for at the expense of

The signs of the times the country over certainly indicate that it will soon be necessary for the whole subject to receive journalistic ventilation and legal disinfection. The peculiar political organization \$80,000, called board of health easily becomes despotic unless scrutinized by a higher power, the people, because of the false enthusiasm which often causes its members to exaggerate necessities. Thus it has happened that in various parts of the country some of its interpretations have dwarfed into insignificance even the generous provisions of our State and national constitutions. It drags to the pesthouse a sick woman from the only place where she then wants to be and belongs, her own home and bed, and burns her clothing, bedding and furniture, intensifying the disease and acknowledging ignorance of effective aseptic procedures. It forces poison into the body of every one, in violation of the very foundation principle of sanitary science, which is the exclusion of every depressing and deleterious substance. It deprives one of liberty, though he has committed no crime, and has declared that a case of disease in one town creates an exposure to all the people of another a hundred miles away. Many abuses of power, or, rather, self-assumed power, could be cited, but it is not my purpose to criticise any particular board, especially not our excellent one, or

to enlarge upon the subject, but merely to call well-deserved attention to it, for the good of all, the boards included. Certain legal decisions have recently been rendered which should become well known and warn our State and local health officials to act very carefully where questions of property or liberty are involved. Does our board. for instance, seriously believe that the expense of caring for a sick passenger can be thrown onto the carrier simply because the disease is a contagious one? And as to the quarantine rule, public opinion has indorsed a reasonable quarantining of certain sick, but the law recognizes the personal rights of the well. Last spring Health Commissioner Emery, of Brooklyn, N. Y., quarantined W. H. Smith, a teamster, in his own stable, because of supposed exposure to smallpox. Smith was released by habeas corpus and retaliated with a suit for damages against Dr. Emery personally. The udge charged in Smith's favor, and the jury on Dec. 20 brought in a verdict for Gaynor, in that city, in a test case, decided last May that the health department did not possess the power to vaccinate a person against his will, or in any way compel him to be vaccinated. The leading medical jour-nal, the New York Medical Record, vigorously upheld the Judge in his decision. Emil Schaefer, who had been so treated, then sued Dr. H. L. Schelling, of the department, for forcible vaccination, and recently se-cured a judgment of \$1,500. The question of the efficacy or futility of vaccination was not allowed to enter into the case at all, it being a simple question of personal rights. I do not wish to be considered as criticising any local actions or conditions, past or present, but simply call attention to the

unwittingly done.
W. B. CLARKE, M. D. Indianapolis, Jan. 4.

dangers that nothing compromising may be

Literary Influences By "EDNA LYALL." The author of "We Two" and "Donovan" tells how she became an author and what led to the writing of her famous books. In the JANUARY LADIES' HOME JOURNAL Ten Cents on Every News-stand The Curtis Publishing Company, Philadelphia COPYRIGHT, 1808, BY THE CURTIS PUBLISHING COMPANY



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THE MOELWAINE-RICHARDS CO.,

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INSURANCE NEWS AND NOTES. F. S. Grenelle, New York special agent of the London and Lancashire Fire, died a few days ago of meningitis. The Agricultural, of Watertown, and Germania Fire, of New York, have notified their Kansas agents of their withdrawal

The Travelers', of Hartford, will contest the payment of the policy on the life of Catherine Ging, who was murdered by Harry Hayward. The North British and Mercantile Fire has

taken the business of the Ohio Insurance thirty-two years' experience. The capital of the Schuylkill Fire has been increased to \$200,000, and the Pennsylvania Insurance Commissioner has examined the company and certified to the in-

Alfred R. Fullerton, for ten years in th

Royal Fire, who was convicted in February, 1893, of forging the company's check for It is reported that Insurance Superintendent Hahn, of Ohio, will soon be superseded by W. S. Matthews, formerly secretary of the Republican State executive committee of Ohio, receiving the appointment at the hands of Governor Bushnell.

Among the items in the budget for 1896, passed by the New York Board of Estimate and Apportionment in the closing nours of the old year, was one giving the Mutuai Life Insurance Company \$12,749, which it expended in running down Dr. Henry Meyer, the poisoner and insurance swindler, now in Sing Sing.

The Merchants' and Manufacturers' Fire Llyods, of Baltimore, has been changed into and \$50,000 surplus, with the title of the Merchants' and Manufacturers' Fire Insurance Company. Weed & Kennedy will represent the company in the New York metropolitan district. According to prominent New York fire un-

derwriters the year 1886 has been quite favorable to the business of insurance in the United States, and the outlook for the future is cheerful. In fire insurance it is thought that the premium income will probably not show much if any increase over the preceding year, but the gain will be found in diminished losses. The New York Insurance Department has completed its examination of the United States branch of the Caledonian Insurance Company, of Edinburgh, Scotland. The ex-amination was made to Oct. 21, 1895, and shows total assets of \$2,017,167.48, with total liabilities of \$1,343,255.88, of which \$1,070,792.79 is unearned premiums. There was remitted to the home office from Jan. 1 to Oct. 31,

1895, \$58,541.95.

A verdict for \$5,000 against the Mutual Life, brought by W. P. Preston, administrator, to recover a policy on the life of Arthur U. Preston, who was drowned in September, 1896, was set sside in the United bidding his family farewell and intimating that he should commit suicide. The court ruled that there must be a new trial. John A. McCall, of the New York Life, is never backward in coming forward when public questions are at the fore. This is his contribution to the recent war scare literature, cabled to the company's manager at Great Britain: "The rights of our policy holders, no matter where their residence, will be protected and guaranteed at all times and through all hazard, without preference and to the full extent of our reources. I may add that we are confident there is common sense with the people of this and the mother country sufficient and potential to prevent other than a peaceful solution of every difference between us from now until time shall be no more."

A writer in Harper's Weekly extensively

reviews the facts in connection with the expulsion of American life companies from

Prussia, and asserts that the explanation of

quirements. One of the most important of these is that the foreign companies shall invest one-half of their entire gross income within the kingdom of Prussla in government securities at low rates of interest. No such requirement is made of domestic companies, and the discrimination is obviously intended to destroy the superiority of the American companies in their opportunities for investment. The result is to deprive the Prussian policy holder of all the advantages gained from the broad field of investment of the largest companies. In this connection it may be stated that Poult-Company, of Dayton, which retires after ney Bigelow, a son of ex-Minister to France John Bigelow, is now in Berlin as a representative of American life insurance companies, and also of the State of New York, bearing a letter from Governor Morton, which is to be presented to the new Prussian Minister of the Interior. Mr. Bigelow will endeavor to obtain from the new Min-ister a change in the attitude of the Prusvalue of the principal cereal crops of the United States for 1235, made by the statistic the owner of the conveyance from which the Department of Agriculture. They were removed the Magdeburg they were removed. executive department of the Equitable Life, slan government towards American life has accepted an offer of a responsible po-A pardon has been granted by Governor Fire may get from the New York Insur-Morton to George M. Nisbet, the former ance Department in its application to debookkeeper in the New York office of the business in that State.

62 & 64 West Maryland Street

by the late Prussian Minister in

matter of the general character of the re-

Buying Horses for Army Use. To the Editor of the Indianapolis Journal: The Journal of Dec. 29 contained this The Quartermaster-general of the United

States army makes the rather remarkable statement, in his annual report, that cayalry horses which are rejected by our army inspectors have been found qualified for foreign service by foreign governments. This shows either that our standard is higher or our inspection more rigid.

Another explanation may be offered in a simple statement. In former years, if not now, it has been an easy matter to work a "leetle game" on Uncle Sam by the ald a joint stock company with \$200,000 capital of horse flesh. In response to government advertisements horses and mules are brought into the large markets to meet an army officer and inspectors who act under his orders, at certain designated stables on specified days. The stock-raisers, farmers, speculators and outsiders form goodlysized crowds in the stable yards, and, with interest, watch the proceedings. The inspector or veterinary surgeon examines the horses for "points," quietly expresses his opinion to the army officer, his superior, and, obeying orders, either accepts or rejects the animal as suitable or unfit to join the army." The horses that can't pass muster are put in a bunch by themselves. After the offerings have been disposed of, and the yards are cleared of all but the officials, the proprietors of the stables and the owners of the rejected stock, some one asks, "What will we do with that string of horses?" While the countryman is cogitating upon his disappointment in failure to sell his horses to the government, a jovial stranger comes along and offers to help him out of the hole. The owner does not like the idea of taking the stock home again, or of submitting to city feed bills on a chance of making a good sale in the near future. Rather than wait, he closes out at States Circuit Court at Boston a few days low figures and goes home with his money ago. The defense put in as evidence a pocketing a loss, perhaps. The members of paper found on the body of the deceased, the ring meet to consult. If the complement has not been filled, the army men put the rejected horses into their official lot at army prices; or, if there be too much risk in this, they ship the stock to other markets, and through agents there sell to the buying representatives of foreign countries, and finally "whack up" on a good sized "divy." Thus it may be that "rigid inspection" ultimates in rejection of good horses, for the ring to buy them in at low prices. and then turn them over to the government at heavy profit, or to sell them to European buyers. While army officers are honest, the temptation is afforded for "skullduggery" by other men engaged in these horse transactions. There have been men who, in past years, have done "financlering" in the line indicated above, thus helping to mystify United States quartermaster-generals. HORSE.

Indianapolis, Jan. 4. As a Tonic After Fevers

Use Horsford's Acid Phosphate. Have your grocer send you some of Huy-ler's Cocoa and Chocolates with your next order. Once tried, always used.

Prussia, and assertable Bieberstein in the Gerbrane or inquiry in the Gerbrane or information on the says: "I have used it with great satisfaction in the subject, was misleading. The writer tion in a large number of cases of nervous debility, and as a tonic after fevera."